

REAL ESTATE
AND BUILDING.

SOUTHERN PROGRESS SECTION
OF
THE WASHINGTON HERALD

COMMERCE
AND INDUSTRY.

WASHINGTON, D. C., SUNDAY, JULY 18, 1909.

"ATLANTA SPIRIT"
INSPIRES GROWTH

Business Slogan Somewhat
Difficult to Explain.

MAY BE CLIMATE OR PEOPLE

City Originally Had Two Assets—It
Was Set on a Hill and Made State
Capital—Some of Its Present-day
Features Discussed by a Visitor.
People are Energetic.

Atlanta, July 17.—"There is no place
like Atlanta, and no tonic like the At-
lanta spirit."

These words constitute the slogan
which the business men of this city have
adopted as a catch phrase to place on
their advertising literature. It is the
truth behind it which makes it effective
and pertinent.

To one who looks below the surface
into the causes of things the beauty of
Atlanta to-day, its history before Sher-
man's March, and its wonderful recov-
ery after that baptism of adversity are
almost inexplicable. Atlanta has no
navigable water. Though listed as one
of the ports of entry of the United States
it is 80 miles from the sea. It was some-
thing of a town before the railroad was
thought of, and literally compelled the
junction of lines by its industrial and
commercial importance.

People are Energetic.

What, then, made Atlanta what it is?
The only answer one can give is, the en-
ergy, aggressiveness, and determination
of its people to succeed. In other words,
the "Atlanta spirit." Even in early times
it was peopled by energetic men, who
struggled for a lead in business. That
spirit then made manifest seems to have
come down as a heritage to succeeding
generations and to have become an in-
heriting passion in the men of affairs of
this town to-day. They not only do not
fail in what they undertake, but they
carry their ends farther and to better
success than their rivals in this land of
Dixie.

Yet there is a reason which in a measure
may account even for the Atlanta
spirit. The city is on the crest of a high
ridge, in the very center of the watershed
between the streams which flow to the
Gulf and the Atlantic. It is more than
1,000 feet above tide level, which places it
in a different climate from some of the
cities of the same latitude. In point of
temperature and climatic influences At-
lanta is pretty nearly in the same envi-
ronment that it would be 100 miles north-
ward. Granted that pure air and temper-
ature have a potential influence on the
destiny of cities, as upon the lives of
men, and one has the best attainable phi-
losophical explanation of the Atlanta
spirit.

State Capital an Asset.

In talking with the man who has ac-
quired national fame through Coca-Cola
about this thing, he ruminates a mo-
ment and said:

"Well, Atlanta had one asset in the be-
ginning. It was the State capital, and to
that fact, with the energy of the men who
have directed business and political af-
fairs here, I attribute the greatness of
our city, whatever you are pleased to call
it."

Atlanta is a city of 130,000 inhabitants,
and with the parts of Fulton County im-
mediately adjacent it musters probably
160,000 people. Outwardly, it is a bustling,
smoky, industrial town, the center of ac-
tivity of every conceivable description,
and has the air of utility rather than any
studied effort toward a merely beautiful
city.

In the downtown district, where many
fine buildings reach their heads far into
the sky, some of them with fine architec-
tural proportions, the aspect of things is
forbidding rather than pleasing. The at-
mosphere is sordid, the once white build-
ings are grimy with the smoke of coal
and on a murky day one instinctively
thinks of Pittsburgh, Cincinnati, or
St. Louis, and blesses his lucky stars
that he is a permanent resident of Wash-
ington.

But an automobile ride out Atlanta's
famous Peachtree street, along the fine
macadam roadway which winds out of
the city into Fulton County with the
meanderings of the ancient cow path,
one's judgment is again altered, and he
is ready to admit without reluctance
that in one city on earth the speculative
builder has not triumphed over the better
sense of the people. The houses stand
alone, great stone brick, wood, and
crete block structures, with ground about
them—six miles of them in Peachtree
street alone.

City Is Well Shaded.

Atlanta is as well shaded as Wash-
ington, and the writer was told that there
is no city department having charge of the
trees. Each landholder plants his own
trees, according to a city ordinance pre-
scribing their place with reference to cur-
bules, and public sentiment and the eter-
nal fitness of things have led these At-
lanta men to set the same kinds of trees on
the same streets, much the same as a
city engineer would have done.

The detached house is the rule in At-
lanta. Three or four years ago an origi-
nal genius came here, bought up the land
on both sides of a street for two squares,
and put up twenty or more houses in a
solid block. Though rents are high in
Atlanta and the highest burden upon the
worker of small means, those houses, the
writer was told, have some of them never
been occupied, and none of them when a
family could get a detached house. The
people of Atlanta have learned the value
of air and ventilation and sunshine and
shade and flowers and life-like, well-
ordered human beings, and they simply
won't have the block house and the
wretched speculative builder need not
apply.

Mayor Maddox told the writer that the
city government would hesitate long be-
fore granting a permit to build in that
city the architectural monstrosities which
disfigure many of the larger cities of the
country. At least, they would discourage
any such operation by all the influence in
their power.

Land Sells High.

It is learned that land sells at a high
price for house sites in Atlanta. Some of
the owners out Peachtree street paid as
high as \$15 to the front foot, even for
moderate-sized lots. In smaller
streets the price is less, but the conclu-

VIEWS TAKEN AT RANDOM IN CITY OF ATLANTA.



BENEFIT OF GOOD ROADS.

They Invariably Lead to Better Ap-
pearance of Farms and Houses.

A writer in the Henry County (Va.)
Bulletin, after a trip through Rocking-
ham County, where a macadamized road
is being constructed, aptly sizes up the
beneficial results of a good road:

"The effect of the road upon shunting
farms is marvelous. Farmers living close
to the road are invariably improving the
appearance of their homes and grounds
by painting, repairing, and building new
houses. Many whose homes were a con-
siderable distance from the road have
abandoned their old-fashioned homes and
built new ones close to the public
road. And the entire length of the road
presents a prosperous, progressive ap-
pearance."

That is a complete picture of the change
that takes place. Why is anybody against
good roads?

TAFT MAY MEET
PRESIDENT DIAZ

Both May Visit Corpus Christi
Next October.

ATTEND WATERWAYS LEAGUE

Difficulties Attending Mexican Ex-
ecutive Can Be Overcome by Act of
Congress of that Republic—Diaz
Much Interested in the American
Plans for Intercoastal Canal.

Corpus Christi, Tex., July 17.—The next
convention of the Interstate Inland Wa-
terways League, which will be held in
this city during the coming fall, will be
made an occasion of international im-
portance by the attendance of the Presi-
dents of the two North American re-
publics, of the plans of the local Com-
mercial Club, and President C. S. E. Hol-
land, of the Waterways League, do not
misarry.

President Taft has already accepted an
invitation to be present at the conven-
tion and deliver an address. In order to
suit the President's convenience, the an-
nouncement of the dates of the conven-
tion is being held in abeyance pending the
formulation of the itinerary of his Texas
visit. The President has stated, how-
ever, that he will no doubt be able to
come to the State the latter part of Oc-
tober. It is thought that the President
promised to notify the Commercial Club
as soon as his trip had been definitely
outlined, and when he does the dates of
the convention will be fixed accordingly.

President Diaz Expected.

While the proposed visit from President
Diaz, of Mexico, is surrounded by many
difficulties, it is believed that they can
be overcome. It is a law in the republic
that the President shall not leave the
borders of his country without permission
from the Mexican congress. Those in
charge of the matter propose to ask the
Mexican congress to grant the necessary
permission, and, at the same time, re-
quest President Taft to invite the chief
executive of the sister republic to meet
him here at the waterways convention.
It is believed that the whole affair will
be successfully arranged.

The first result was the protection of
a slender inland canal from the New En-
gland States down the Atlantic coast to
Florida, thence across the Florida penin-
sula, and along the Gulf coast to New
Orleans, where it will join with the In-
tercoastal Waterway, which will skirt
the shores of Louisiana and Texas from
the Mississippi to the Rio Grande.

Following this, the Mexican govern-
ment, as stated, has taken up the mat-
ter of continuing the inland water route
down their coast. The three projects are
really component parts of the same com-
prehensive proposition, each largely de-
pendent upon the other. Especially is the
later true with respect to the Mexican
section, inasmuch as it will be useless
for commercial purposes unless it is
served by a similar canal through Louisi-
ana and Texas from the Mississippi. It
is, therefore, stated, that President Diaz
is deeply interested in the Louisiana and
Texas project now under way, and hence
it is believed that he will gladly take
advantage of the opportunity to lend his
assistance to the undertaking, the con-
summation of which means so much to
his own country as well as this.

Will Stop at Brother's Home.

When President Taft reaches this section
to keep his engagement at the water-
ways convention, he will be domiciled
during most of his stay at the palatial
summer home of his brother, Charles P.
Taft, of Cincinnati, on the north shore
of Corpus Christi Bay, about ten miles
east of Corpus Christi. The home occu-
pies a commanding position on a bluff
forty feet high, overlooking Corpus Chri-
sti Bay, the prettiest body of water on the

ARDMORE HAS MANY
ROADS TO WEALTH

Center of Region Rich in
Mineral Resources.

FINE FARMS SURROUND CITY

Sketch of the Growth of Bustling
Oklahoma Town that Has Over-
come Many Difficulties—Indian
Question Eliminated, Country Fills
Up with Thrifty Farmers.

Ardmore, Okla., July 17.—No part of
Oklahoma has more varied resources than
that part of the State lying between the
Arbuckle Mountains and the Red River.
This region is fifty miles wide at some
points, and Ardmore is the metropolis.

Twenty years ago this was the domain
of the cattlemen, but it is now cut up
into small tracts and is filled with prac-
tical farmers from the Middle West who
are raising millions of bushels of corn,
hundreds of thousands of tons of alfalfa,
hogs, mules, horses, many varieties of
fruit, including grapes, peaches, plums,
apples, strawberries, and blackberries.

Less than ten years ago Ardmore held
the world's record as a wagon cotton
market, but that was when there was
no railroad and the wagon trade ex-
tended for sixty miles or more to the east
and west. Cotton was then the money
crop, while to-day it has been retired to
about the third place.

Minerals Come to the Front.

Another source of wealth is begin-
ning to be developed. Its significance
can best be understood by quoting from
a recent address by Prof. C. N. Gould,
director of the Oklahoma Geological Sur-
vey, in which he said:

"The State of Oklahoma has more kinds
of mineral, and more mineral of the kind,
than any other State in the Union, and
I am willing to supplement it with the
statement that Carter County and the
city of Ardmore are right in the midst
of it."

In other words, Carter County is richer
in minerals than other counties in the
State. Several mines of asphalt are be-
ing operated and the product shipped to
various cities for paving purposes. This
material was used on the streets of Ar-
dmore, and Prof. Gould has repeatedly
stated in public addresses that "Ardmore
has the best paved streets in America to-
day."

Carter County brick are made from our
clays, cement sands, silica sand in in-
exhaustible quantities, over 50 per cent
pure, is to be had; a field of fuel oil
two by three miles in size has been de-
veloped to the west in the county, while
a little farther east of Ardmore, in the
adjoining county, the finest oil ever found
in this country is being produced, run-
ning as high as 70 per cent gravity.

Ardmore is supplied with a high grade
of natural gas from the first-named field,
less than 1 per cent of the capacity of
the wells being consumed. Excellent
water power is to be had along the
Washita River and is now being devel-
oped. Coal, copper, zinc, lead, and iron
are to be found, but not in paying quan-
tities.

Overcomes Difficulties.

No city ever made such advancement
under such adverse circumstances. When
the Santa Fe Railroad built through the
old "700 Ranch," the old Indian store,
famous in all books of the Indian country,
sprung up, and for many years was the
chief emporium to be found in either the
Chickasaw or Choctaw nations. The point
was selected for a town by the railroad
because of its elevation, which was then
the greatest on the line. It was drained
into four streams, fanned by the cooling
breezes of the south, and protected from
the chilling winter winds of the north by
the Arbuckle Mountains. All the coun-
try belonged to the Indians, and was held
by the tribes. Each merchant or home
owner built on land for which he paid
a ground rent to the Indian. The farm-
ers were all tenants.

May Have State Mill.

Cotton Plant, July 17.—A state mill is in
prospects for Cotton Plant. Investors from
Pennsylvania are in this city looking for
a location. Local business men are much
interested in the proposal, and have se-
cured in prospect nearly all the timber
needed, and there remains to be secured
by them a site for the plant.

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by them a site for the plant.

AT THE PORT OF MOBILE.

Collector Files Report Which Con-
tains Much Interesting Data.

Mobile, July 17.—Collector William F.
Tebbita, of the port of Mobile, has just
issued his report for the fiscal year ended
June 30. The report contains some inter-
esting figures.

The total value of the exports for the
twelve months is given at \$2,356,536. The
largest item in value is cotton, 292,588
bales, valued at \$15,779,253. Iron pipe was
exported to the value of \$37,753. The
bulk of the value shipments is given at
\$2,353,955 pounds.

Cuba takes the largest amount of ex-
ports, valued at \$1,193,333. France follows
with \$638,470. England comes next with
\$528,412.

The largest exports for one month were
in January, showing a total of \$3,448,383.
The smallest business was in August,
1908, when the exports amounted to \$2-
141,320.

The total imports for the fiscal year
amounted to \$2,768,308. Of this amount
\$3,485,581 were admitted free.

Bunker coal was furnished to vessels at
the port of Mobile to the total value of
\$296,164. This represents 86,213 tons.

FINISH NEW YORK TUNNELS

Pennsylvania Railroad Will Elec-
trify and Lay Tracks.

Philadelphia, Pa., July 17.—The Penn-
sylvania Railroad has completed the con-
struction of its tunnels under Bergen
Hill and the Hudson River, into its sta-
tion at Seventh avenue and Thirty-third
street, New York. The final inspection
has just been made by Samuel Rea,
second vice president of the Pennsylvania
Railroad Company, and Charles M.
Jacobs, chief engineer of the North River
Division, and the work has been pre-
pared in condition to proceed with
electrification, signaling, and track lay-
ing. This will be undertaken immedi-
ately and pushed forward as vigorously as
possible.

The Hackensack portal is 5.1 miles from
the junction with the main line at Hae-
rison, just east of Newark, N. J. A tem-
porary track has been installed on the
embankment from Harrison to the portal,
and materials for track laying will be
carried over this line and into the tun-
nels, thus avoiding the inconvenience to
the public of having this material carted
across Manhattan Island.

Thus culminates the construction work
on the first two tunnels to be built for
trunk line service under the Hudson
River. The first excavation was begun
May 12, 1906. The earth tunnel was joined
on September 12, 1906, and the south tun-
nel on October 9, 1906. The tunnels under
Bergen Hill were connected on May 7,
1908, and April 11, 1908, respectively.

These two tunnels, which are twenty-
three feet in exterior diameter, are lined
with two feet of concrete, and, therefore,
are of nineteen feet interior diameter.
They extend from the Hackensack portal
under Bergen Hill to Weehawken shaft,
a distance of 12 miles, and from the
latter shaft to Ninth avenue, New York,
14 miles.

In the course of their construction,
501,565 cubic yards of material have been
excavated. For blasting, 1,301,000 pounds
of powder have been used. All the subse-
quent tunneling was done under com-
pressed air, and for this purpose, 3,750-
600 cubic feet of air were pumped into the
tunnels. For use in drilling opera-
tions, 212,630,000 cubic feet of compressed
air were utilized.

The tunnels contain 64,265 tons of cast
iron and steel, while in addition, 740 tons
of structural steel were used. In bolting
the segments together, 2,676 tons of
steel bolts were utilized. In the various
concrete linings, 240,890 barrels of cement
were consumed and 170,490 cubic yards of
concrete were installed. In addition, there
were 4,380 cubic yards of brick work,
and in the benches alongside of the
tracks, 1,873,286 duct feet of 34.1 miles
of conduits were installed.

Good Advice Anywhere.

The Lexington (S. C.) Dispatch asks:
"Have you joined the board of trade? If
not, why not? This organization of citi-
zens can do the town road, and will most
certainly do so. You ought to do your
part. Every citizen and every business
will be benefited in some way by the
board's efforts. Join to-day."

OKLAHOMA IS RICH
IN ROAD MATERIAL

State Geologist Describes
the Resources There.

HE DISCUSSES THEIR VALUE

Asphalt, Limestone, and Granite
Found in Great Quantities in Por-
tions of the Territory—Other Ma-
terials Also Available—Can Have Good
Highways at Small Costs.

Guthrie, Okla., July 17.—There are three
essentials of a good road—location, drain-
age and surface. It is an open question
which of these is most important.

A drainage engineer would say that the
matter of grade is essential and that
without the best location, a good road
is impossible.

A drainage engineer would insist that
unless the road is thoroughly drained,
it will never be good.

Both these propositions may be granted,
but it seems true that after all, the
surface of the road is the most impor-
tant factor. In other words, really good
roads are impossible without a hard sur-
face, and a hard surface necessarily re-
quires a good building material.

The surface of a road should be hard
and firm, but not brittle. It should con-
tain cementing material, so that it will
remain in good condition, and not become
dusty in dry weather, and muddy in wet
weather. It should be durable so that it
will resist the wear and tear of traffic.
An ideal road-building material must in-
clude all these qualifications.

Material Near at Hand.

Most roads, however, must be con-
structed of material near at hand. Road
material is bulky, and only under extra-
ordinary conditions can it be transported
for any considerable distance. It is true,
that occasionally, as in western Ten-
nessee, limestone and other road-building
material has been transported 100 miles
or more, yet the fact remains that nine-
tenths of all the roads will always be
built of the material on the ground. This
being true, we should know where in the
State of Oklahoma good road-building
material is to be found.

This leads us to the question of what
is the best road-building material? Ex-
periments, particularly in France, Eng-
land, Massachusetts, and New Jersey,
demonstrate that the various native rocks
used for road-building material, stand in
about the following order, from best to
worst: granite, limestone, trap rock,
hard limestone, flint, granite, gravel and
pebbles, sandstone, and clay.

Where Materials Are Found.

Where, in Oklahoma, are these various
materials found? By reference to a
geologic map, you will notice that if
you have attempted to indicate the location
of certain road-building materials,
particularly limestone, asphalt,
and granite. These three rocks, consti-
tute the best road-building materials,
found in quantity in Oklahoma.

Limestone of good quality is found in
inexhaustible quantities in six widely
scattered areas in eastern and southern
Oklahoma. There is enough material in
sight for the construction of roads for
hundreds of generations. It cannot be
exhausted.

In the northern part of the State there
are more than twenty ledges, averaging
ten to forty feet thick, outcropping in
half a dozen counties. Four counties in
northeastern Oklahoma, are covered with
a ledge of limestone, 200 feet thick.

A ledge in the Arbuckle Mountains,
which occupies a good part of Murray,
Johnston, and Pontotoc counties, is more
than a mile thick.

Asphalt in the South.

The asphalt is found chiefly in the
southern part of the State, in the region
extending from the Arkansas line, west
through the Arbuckles to the western
end of the Wichita Mountains. The de-
posits are practically inexhaustible. So-
called veins, extending from the surface
to the depth of 1,000 feet or more. The
veins are sometimes fifty feet wide and
outcrop for miles on the surface. Hun-
dreds of them have been discovered, and
perhaps others will come to light.

There is enough asphalt in sight now
to pave the streets of all the cities of
Oklahoma for 100 years, and by the way,

ST. LOUIS MAKES
THE STREET CARS

Produces Sixty Per Cent of
Vehicles Used in America.

OUTPUT IS WORTH \$8,000,000

Trolleys Manufactured There for
World to Ride In—Capacity of One
Company's Shops 3,000 a Year.
Works Cover Forty-Five Acres.
Twenty-two Buildings Required.

St. Louis, Mo., July 17.—St. Louis leads
the world in the manufacture of street
cars. This includes motor cars of every
size and character which run on rails.
In addition to leading all other cities in
production, St. Louis holds the record for
durability, style, design, and finish.

The cars made here are regarded gener-
ally as the highest standards of the
car-building art, and for this reason,
when European street railway operators
desire strictly modern and serviceable
coaches and cars, they order them from this
city. This distinction held by St. Louis
is not a recent acquisition, but was won
from other competitors years ago, and the
local manufacturers intend to keep the
palm in this city.

In 1906, the year previous to the begin-
ning of the financial flurry, the St. Louis
works produced cars which brought
\$8,000,000. The year following was not as
favorable, as the financial scare caused
the street railway men to retrench where-
ever an opportunity afforded, and the
output was only \$5,500,000.

The plants here build the cars to order,
and have the men, materials, and ma-
chinery to turn out a consignment in an
almost incredibly short time.

Can Build 3,000 Cars a Year.

The St. Louis Car Company, with its
immense works at Baden, in the north
end of the city, has the largest plant in
the world. Under pressure this estab-
lishment can supply 3,000 large first-class
electric cars in one year. The works
cover forty-five acres, over which are
spread the twenty-two buildings repre-
senting the various departments neces-
sary to the production of the modern car.
With the exception of the motors, the
car works supplies all the materials that
go into the finished car. All the wood-
work, metal work, and ornamentation
are supplied at the works.

Some idea of the amount of detail work
necessary in this line of manufacture can
be gathered from the fact that the side
supports in the cars pass through no
less than six departments before they
are placed in their proper places. All
the planing mill work, as well as the mold-
ing and forging of metals, is done in the
plants, and passed from the department
where they are made to the large as-
sembling rooms, where the cars are built
from the ground to the trolley poles.

Miles of track are laid in these great
departments in the year. The cars are
built, and kept there until they are ready
to be loaded on flat cars and shipped to
their destination. The company main-
tains a terminal railway system of its
own to ship the cars to the main lines
and get them back. It uses its own
electric engines and flat cars in the
operation of this road.

St. Louis Has Long Led.

This city has played not only a con-
spicuous part in the development of the
modern car, but has done more than any
other American city